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**DIRECTORATE OF
INTELLIGENCE**

**General Purpose Weapons
Industrial Facilities**

Basic Imagery Interpretation Report

Ha-erh-pin Airframe Plant Ping Fang 122



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Ha-erh-pin Aircraft Engine Plant Ping Fang 120



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Ha-erh-pin, China



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INSTALLATION OR ACTIVITY NAME		COUNTRY
Ha-erh-pin Airframe Plant Ping Fang 122		China
UTM COORDINATES	GEOGRAPHIC COORDINATES	WAC/PTC No.
N/A	45-35-30N 126-39-12E	0283-42P1
MAP REFERENCE		
DIA. SAC 15RTS, U. S. Air Target Chart, Series 200, Sheet MC283-18HL, 3rd edition, April 1965, scale 1:200,000 (SECRET)		
LATEST IMAGERY USED		NEGATION DATE (If required)
		N/A

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INSTALLATION OR ACTIVITY NAME		COUNTRY
Ha-erh-pin Aircraft Engine Plant Ping Fang 120		China
UTM COORDINATES	GEOGRAPHIC COORDINATES	WAC/PIC No.
N/A	45-35-32N 126-39-53E	0283/42P
MAP REFERENCE		
DIA. SAC 15RTS, U.S. Air Target Chart, Series 200, Sheet MC283-18HL, 3rd edition, April 1965, scale 1:200,000 (SECRET)		
		NEGATION DATE (If required)
		N/A

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25X1ABSTRACT

When first observed in June 1962, Ha-erh-pin Airframe Plant 122 and Ha-erh-pin Aircraft Engine Plant 120 were nearing completion. Coverage since that time, through August 1968, shows that the plants have changed very little. The two plants are contiguous and have a combined total floor space of over 3.9 million square feet, about equally divided between them.

The airframe plant is currently producing MI-4 (Hound) helicopters. Large-scale production of this helicopter probably began in early 1966 when the first significant rise in the helicopter count occurred. The number of helicopters observed has remained high, but since September 1967 the apparent activity level has decreased.

NOTE: This report has been published as an interim Basic Imagery Interpretation report with the concurrence of the Defense Intelligence Agency.

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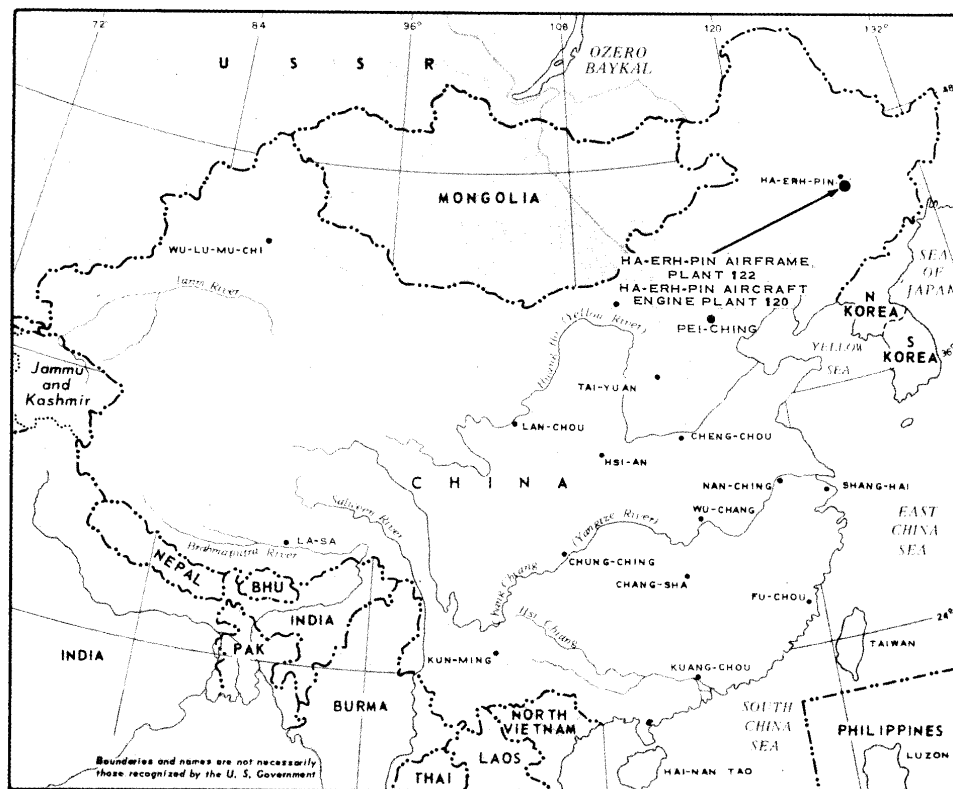


FIGURE 1. LOCATION MAP

INTRODUCTION

Ha-erh-pin Airframe Plant 122 and Ha-erh-pin Aircraft Engine Plant 120 are located approximately ten nautical miles south of the city of Ha-erh-pin in Heilungkiang Province, China. The plants are served by road and by a spur of the Ha-erh-pin to Tu-men rail line.

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BASIC DESCRIPTION

Ha-erh-pin Airframe Plant 122 and Ha-erh-pin Aircraft Engine Plant 120 were essentially complete when the complex was first observed in June 1962. Since that time, only a POL storage facility (Table II, Item 10), a POL storage area (Table II, Item 38), a cooling tower (Table II, Item 12) and a spray pond (Table II, Item 40) have been added to the aircraft engine plant. See Figure 3 and its accompanying table for a detailed functional and dimensional analysis of both plant facilities.

The Ha-erh-pin/Ping-fang-tien Airfield is the flyaway field for the complex. This airfield has a 7225 by 225-foot east-northeast/west-southwest serviceable concrete runway with a parallel taxiway, two end-connecting links, two parking aprons, one deteriorated crossover link (now being used as a parking apron), fourteen hardstands, a compass rose and a test revetment. All facilities except twelve of the hardstands were present prior to 1962.

Ha-erh-pin Airframe Plant 122

The airframe plant contains [] and is presently producing MI-4 (Hound) helicopters. A significant increase in the number of this type of aircraft was observed in early 1966, and it is estimated that large-scale production began at about that time. Beginning with September 1967 coverage, there has been less movement of helicopters, and the percentage of helicopters seen without rotors has increased.

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MI-4 (Hound) Helicopter Count at Ha-erh-pin Airframe Plant 122

<u>Date</u>	<u>Number</u>
[]	4 (1 without rotors)
	13 (1 without rotors)
	21 (none without rotors)
	20 (none without rotors)
	20 (1 without rotors)
	38 (9 without rotors)
	19 (6 without rotors)
	25 (18 without rotors)
	24 (17 without rotors)
	24 (17 without rotors)
	16 (12 without rotors)
	23 (15 without rotors)

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Ha-erh-pin Aircraft Engine Plant 120

The aircraft engine plant contains a four-cell engine test facility. This test facility consists of four sea-level condition test cells of the type built in Russia during the mid to late 1950's. The cell which is adjacent to the westernmost cell has been modified to allow testing of higher thrust engines by enlarging the exhaust outlet and creating a straight-through exhaust pattern. The westernmost cell is partially dismantled (probably to allow access to the adjacent cell) and has been deactivated. Both of these modifications were made between June 1962 and January 1965, when the first large-scale KEYHOLE photography of the facility was obtained. Because no research and development facilities have been identified here, these modifications are probably production oriented. The engine plant contains [] of floor space.

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Maps and Charts

DIA. SAC I5RTS, U.S. Air Target Chart, Series 200, Sheet 0283-18HL, scale
1:200,000, 3rd edition, April 1965 (SECRET)

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Documents

1. CIA. PIR-1003/64, The Chinese Communist Aircraft Industry, 1944-1963
April 1964 (SECRET)

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Requirement

C-RR7-84,536
EXSUBCOM - BR-L/007-69

IAS Project

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